

CITY COUNCIL, CITY OF LODI
CITY HALL COUNCIL CHAMBERS
September 17, 1980

A regular meeting of the City Council of the City of Lodi was held beginning at 8:00 p.m., Wednesday, September 17, 1980 in the City Hall Council Chambers.

ROLL CALL

Present: Councilmen - Hughes (arrived 9:05 p.m.), McCarty, Murphy, Pinkerton, and Katnich (Mayor)

Absent: Councilmen - None

Also Present: Assistant City Manager Glenn, Assistant City Engineer Glenn Robison, Associate Civil Engineer Richard Prima, City Attorney Ron Stein, and City Clerk Reimche

INVOCATION

The invocation was given by Mayor Walter Katnich.

PLEDGE

Mayor Katnich led the pledge of allegiance to the flag.

CONDOLENCES EXTENDED
TO JACKSON FAMILY

Condolences were extended on behalf of the City Council by Mayor Katnich to the family of Mr. and Mrs. Clarence Jackson.

RESOLUTION OF
APPRECIATION

A Resolution of Appreciation was presented to Mr. Basil Fleming for his work as Program Director for the Pacific American Institute which provides an opportunity for children from Japan to reside in Lodi homes thereby providing an ongoing bond of friendship between the citizens of both nations.

ALL CITIZENS INVITED
TO ATTEND THE LODI
GRAPE FESTIVAL &
NATIONAL WINE SHOW

Mayor Katnich invited all citizens of the City of Lodi to attend this years Lodi Grape Festival and National Wine Show - September 18 - 21, 1980. This year's theme is "Energy - A family affair".

PUBLIC HEARINGS

APPEAL RE APPROVAL
OF THE TENTATIVE MAP
OF WILLOW OAKS INDUS-
TRIAL PARK

Notice thereof having been published in accordance with law and affidavit of Publication being on file in the office of the City Clerk, Mayor Katnich called for the Public Hearing to consider the appeal of Carl and Jan Snell, 17933 Cluff Avenue, Lodi, of the Tentative Map of Willow Oaks Industrial Park as approved by the Lodi City Planning Commission on August 11, 1980.

The matter was introduced by Community Development Director Schroeder who presented diagrams of the subject area for Council's perusal.

The following persons spoke on behalf of the appeal:

- a) Mrs. Jan Snell, 17933 Cluff Avenue, Lodi
- b) Mr. Eugene Jerome, 1015 North Cluff Avenue, Lodi

The following persons spoke in opposition to the appeal:

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- a) Mr. Leo Anagnos, 506 Kensington Way, Lodi. Mr. Anagnos stated that he represented his mother, who owns the vineyard property south of the industrial tract and the Snell and Jerome homes. Mr. Anagnos stated that they are not going to dedicate any land until they are ready to develop.
- b) Mr. Gene Walton, Attorney-at-law, 318 W. Pine Street, Lodi, representing Frank Alegre and the Vaccarezas
- c) Mr. Steven Weddell, c/o Morton and Pitalo, Inc., 1767J Tribute Road, Sacramento, California
- d) Mr. Ron Judson, 2306 Corbin Lane, Lodi
- e) Mr. Dave Vaccarezza, 2310 W. Turner Road, Lodi

Mayor Katnich then called for rebuttal.

There being no other persons wishing to speak on the matter, the public portion of the hearing was closed.

A very lengthy discussion followed with questions being directed to Staff and to persons who had given testimony.

On motion of Mayor Pro Tempore McCarty, Pinkerton second, Council denied the appeal of Carl and Jan Snell, 17933 Cluff Avenue, Lodi of the Tentative Map of Willow Oaks Industrial Park approved by the Lodi City Planning Commission on August 11, 1980; however, directed Staff to work out a condition to the approval of the aforementioned tentative map, whereby present traffic needs, dedications, and improvements would be satisfied and the Snell and Jerome homes would be spared until the ultimate right-of-way has been developed. This would be accomplished by transitioning the roadway (two lanes) to the south (Anagnos' property) for approximately 300 feet. The developer would be responsible to contract with the Anagnos family that they, the developers, would be responsible for the roadway development. The motion carried by unanimous vote.

RECESS

Mayor Katnich declared a five-minute recess and the meeting reconvened at 9:35 p.m.

PUBLIC HEARINGS
CONTINUED

ORDER OF ABANDONMENT
PORTION OF EASEMENT
RUNNING THROUGH REAR
OF LOTS 11 THROUGH 25
ALADDIN GARDENS,
UNIT NO. 1

Notice thereof having been published and posted in accordance with law and affidavit of publication and posting being on file in the office of the City Clerk, Mayor Katnich called for the Public Hearing to consider the vacation of an easement located on Lots 11-25, Aladdin Gardens, Unit No. 1, Lodi.

The matter was introduced by Community Development Director Schroeder who presented a diagram of the subject area for Council's perusal. Mr. Schroeder stated that following review of the matter, the Planning Commission had determined that no public need existed and recommended that the City Council abandon the north 4 feet of a 10 foot easement to the rear of Lots

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11 through 25 of Aladdin Gardens, Unit #1
(i.e. 2222 through 2432 Aladdin Way).

There were no persons in the audience wishing to speak on the matter, and the public portion of the hearing was closed.

Following discussion, on motion of Councilman Pinkerton, Hughes second, Council adopted an Order of Abandonment to abandon the north 4 feet of a 10 feet easement to the rear of Lots 11 through 25 of Aladdin Gardens, Unit No. 1, Lodi (i.e. 2222 through 2432 Aladdin Way)

PLANNING COMMISSION

Assistant City Manager Glenn gave the following report regarding the Planning Commission meeting of September 8, 1980:

EASEMENT
ABANDONMENT 2222
THRU 2432 ALADDIN
WAY

1. Determined that no public need existed and recommended that the City Council abandon the north 4 feet of a 10 foot easement to the rear of Lots 11 through 25 of Aladdin Gardens Unit #1 (i.e. 2222 through 2432 Aladdin Way).

1980-81
CAPITAL IMPROVEMENT
PROGRAM

2. Determined that the 1980-81 Capital Improvement Program, as presented by the Public Works Director, was in conformance with the Adopted Elements of the General Plan and recommended its approval to the City Council.

The Planning Commission also -

ITEMS OF INTEREST

1. Conditionally approved the request of Mr. Ron Addington, R. W. Siegfried and Associates, Consulting Engineers, on behalf of Grupe Communities, Inc., for approval of the Tentative Subdivision Map of Lake Shore Village, Unit #1, located on the south side of West Kettleman Lane, west of the Woodbridge Irrigation District right-of-way in an area zoned P-D (21), Planned Development District No. 21.

2. Recommended that the San Joaquin County Planning Commission approve the request of California Properties Enterprises to amend the map of the Land Use/Circulation Element of the San Joaquin County General Plan by redesignating an area located generally north and south of the intersections of Mokelumne and Olive Streets, Woodbridge, from limited industrial to residential low density and/or residential medium density.

3. Recommended that the San Joaquin County Planning Commission approve the request of Baumbach and Piazza, Consulting Engineers on behalf of Don Wiebe and Jim Duncan to construct a 20-unit condominium and planned unit development at the northwest corner of Academy and Lilac Streets in an area zoned R-2, Residential.

4. Approved James Sturman's appeal of the Community Development Director's denial of a

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request to consider a parcel split at 325 Harold Street which would create an additional land locked parcel.

5. Determined that the Salas Park-Drainage Basin was in conformance with the Adopted Elements of the General Plan.

COMMUNICATIONS

City Clerk Reimche presented the following applications for Alcoholic Beverage Licenses which had been received:

ABC LICENSES

1) Robert B/Una Faye Waite, Harold's Club, 31 North Sacramento Street, Lodi, California

2) Carol A., Theodore G. Kittrell, Mr. T's 105 W. Pine Street, Lodi

PUC APPLICATIONS

City Clerk Reimche presented the following information which had been received regarding PUC Applications:

1) By Application No. 59899 filed August 25, 1980 with the California Public Utilities Commission, Greyhound Lines, Inc. requested approval to increase its passenger bus fares and package express rates. The express rate portion of the foregoing includes interline package express shipments that travel jointly over Greyhound routes and the routes of various other carriers as listed in the Council's packets.

2) P.G. & E. gives notice that in Application No. 59902, filed with the California Public Utilities Commission on August 27, 1980, it has requested authorization, among other things, to increase its rates and charges for electric and gas service.

GRAFFIGNA REQUEST TO PURCHASE CITY PROPERTY SET FOR OCTOBER 1, 1980 AGENDA ITEM

City Clerk Reimche was directed to contact Mr. William Graffigna and Mr. William Graffigna, Jr., that their request to discuss the possibility of purchasing a piece of property owned by the City adjacent to their business at 1301 W. Kettleman Lane, Lodi, will be placed on the agenda for the October 1, 1980 regular Council meeting.

COMMENTS BY CITY COUNCILMEN

Following introduction of the matter by Mayor Pro Tempore McCarty, the City Clerk was directed to contact Mr. Jim Richardson of P.G. & E. requesting that he come before the City Council at its Informal Informational Meeting of September 23, 1980 to respond to questions concerning rate increases, fuel adjustment clause fees etc.

P.G. & E RATE INCREASES & RATE IN- CREASE APPLICATIONS BEFORE PUC QUESTIONED

COUNCIL OBJECTION TO \$325,000.00 SPENT BY EPA ON SMOG INSPECTION PROGRAM

Following introduction of the matter by Councilman Pinkerton, City Clerk Reimche was directed to forward letters to Senator Hayakawa and Senator Cranston regarding a recent article that appeared in the Sacramento Union relating that the Federal Environmental Protection Agency had spent \$325,000.00 in tax money in a so far unsuccessful effort to lobby California into an annual vehicle smog inspection program. Mrs. Reimche is to include in the letters that

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the City Council of the City of Lodi is totally opposed to this proposed program and that certainly tax dollars of this magnitude could be better spent.

REPORTS OF THE
CITY MANAGER

In accordance with reports and recommendation of the City Manager, the following actions hereby set forth between asterisks, on motion of Councilman Pinkerton, Murphy second, were approved by the City Council.

* * * * *
CLAIMS

* * * * * CLAIMS WERE APPROVED IN THE AMOUNT OF \$1,537,205.86.

MINUTES

THE MINUTES OF AUGUST 20, 1980 WERE APPROVED AS WRITTEN AND MAILED.

ASPHALT MATERIAL
SPECIFICATIONS
APPRVD.

THE SPECIFICATIONS FOR ASPHALT MATERIAL NEEDED DURING THE SECOND QUARTER OF THE FISCAL YEAR OCTOBER 1, 1980 THROUGH DECEMBER 31, 1980 WERE APPROVED AND THE PURCHASING AGENT WAS AUTHORIZED TO ADVERTISE FOR BIDS THEREON.

Council was apprised that the replacement of the deteriorated 30" sanitary sewer in Kettleman Lane south of the Municipal Service Center is proposed in the 1980-81 Capital Improvement Budget with an estimated expenditure of \$72,000. In general, the work consists of replacing the 30" sanitary sewer in Kettleman Lane from the W.I.D. Canal to 230' east of the W.I.D. Canal. This replacement will tie to the new line installed under the MSC warehouse construction contract. The work is proposed at this time in order that it can be done prior to the reconstruction of Highway 12.

PLANS AND SPECS FOR
KETTLEMAN LANE
SANITARY SEWER W.I.D.
CANAL TO 230' E. OF
THE W.I.D. CANAL
APPRVD.

COUNCIL APPROVED THE PLANS AND SPECIFICATIONS FOR "KETTLEMAN LANE SANITARY SEWER W.I.D. CANAL TO 230 FEET EAST OF THE W.I.D. CANAL", AND AUTHORIZED THE CITY CLERK TO ADVERTISE FOR BIDS THEREON.

PLANS AND SPECS FOR
"SALAS PARK
INTERIOR DRAINAGE"
APPRVD.

Council was informed that the plans and specifications for "Salas Park Interior Drainage and Pump Station" were approved in the 1979-80 Capital Improvement Budget. The interior drainage portion of the project is being rebudgeted in the 1980-81 Capital Improvement Budget with an estimated expenditure of \$55,000.

In general, the work consists of installing catch basins and pipe to adequately drain the lower portions of the basin. The basin will not be operational until design and construction of the pump and control structure is completed next year. This interior drainage project is being recommended now so that the work will be done prior to installing the sprinklers and turfing.

COUNCIL APPROVED THE PLANS AND SPECIFICATIONS FOR "SALAS PARK INTERIOR DRAINAGE" AND AUTHORIZED THE CITY CLERK TO ADVERTISE FOR BIDS THEREON.

THE PLANS AND SPECS
FOR "SALAS PARK
SPRINKLERS AND
TURFING" APPRVD.

The Plans and Specifications for "Salas Park-Sprinklers and Turfing" were presented for Council's approval. Council was informed that the development of Salas Park was approved by the City Council on September 3, 1980. Sprinklers and turfing are proposed in the 1980-81 Capital Improvement Program with an

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estimated expenditure of \$185,000.00.

In general, the work consists of installing a booster pump sprinkler system and turfing inside the fenced area of Salas Park. Development of the area outside of the fence will take place at a later date.

COUNCIL APPROVED THE PLANS AND SPECIFICATIONS FOR "SALAS PARK - SPRINKLERS AND TURFING" AND AUTHORIZED THE CITY CLERK TO ADVERTISE FOR BIDS THEREON.

SPECS FOR TRACTOR -
LOADER WITH BOX
SCRAPER APPRVD.

COUNCIL APPROVED THE SPECIFICATIONS FOR A TRACTOR-LOADER WITH BOX SCRAPER TO REPLACE A 1968 MODEL TRACTOR CURRENTLY BEING USED BY THE PARKS DEPARTMENT AND AUTHORIZED THE PURCHASING AGENT TO ADVERTISE FOR BIDS THEREON.

AWARD - CONTRACT
FOR E. LODI AVENUE
STREET IMPROVEMENTS

The bids which had been received for the contract for East Lodi Avenue Street Improvements were presented as follows:

RES. NO. 80-118

BIDDER

BID SCHEDULE A

C. C. Wood Company	\$78,236.50
Teichert Construction	\$83,642.80
Pacific Asphalt Company	\$103,494.84

Following recommendation of the City Manager, Council adopted the following resolution:

RESOLUTION NO. 80-118

RESOLUTION AWARDING THE BID FOR EAST LODI AVENUE, KELLY STREET TO 680' E/CLUFF AVENUE TO C. C. WOOD COMPANY, THE LOW BIDDER

AWARD - THREE PHASE
PADMOUNT TRANSFORMER

The following bids which had been received for one 500 KVA and one 1,000 KVA 3-phase padmount transformers were presented to Council as follows:

RES. NO. 80-119

THREE-PHASE PADMOUNT TRANSFORMER BID EVALUATION

KVA 500

Supplier - Westinghouse Elec. Supply, Modesto

"A" Price Incl. Tax	- \$5,332.86
"B" Cost of Losses	- \$5,580.00
"A" & "B" Life-Cycle Cost	-\$10,912.86
Estimated Delivery (weeks)	- 12

Supplier - General Elec. Supply Co., Emmeryville

"A" Price Incl. Tax	- \$5,566.06
"B" Cost of Losses	- \$6,002.50
"A" & "B" Life-Cycle Cost	-\$11,568.56
Estimated Delivery (weeks)	- 13-15

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Supplier - Kuhlman Electric Co., Foster City

No Bid

1000 KVA

Supplier - Westinghouse Elec. Supply, Modesto

"A" Price Incl. Tax - \$9,036.50

"B" Cost of Losses - \$9,907.50

"A" & "B" Life-Cycle Cost -\$18,944.00

Estimated Delivery (weeks) - 12

Supplier - General Elec. Supply Co., Emeryville*

"A" Price Incl. Tax - \$8,376.12

"B" Cost of Losses -\$10,535.00

"A" & "B" Life-Cycle Cost -\$18,911.12

Estimated Delivery (weeks) - 13-15

Supplier - Kuhlman Electric Co., Foster City

"A" Price Incl. Tax -\$13,038.00

"B" Cost of Losses - \$9,650.00

"A" & "B" Life-Cycle Cost -\$22,688.00

Estimated Delivery (weeks) - 10-12

*Does not meet specifications

Following recommendation of the City Manager,
Council adopted the following Resolution:

RESOLUTION NO. 80-119

RESOLUTION AWARDED THE BID FOR ONE 500 KVA AND
ONE 1,000 KVA 3-PHASE PADMOUNT TRANSFORMERS TO
WESTINGHOUSE ELECTRIC SUPPLY COMPANY IN THE
AMOUNT OF \$14,369.36.

AWARD - CONTRACT FOR
"CHEROKEE LANE
SIDEWALK"

RES. NO. 80-120

Assistant City Manager Glenn presented the follow-
ing bids which had been received for "Cherokee
Lane Sidewalk":

<u>Bidder</u>	<u>Amount</u>
Teichert Construction Co.	\$10,545.75
Claude C. Wood Co.	\$11,036.85

On recommendation of the City Manager, Council
adopted the following Resolution:

RESOLUTION NO. 80-120

RESOLUTION AWARDED THE CONTRACT FOR "CHEROKEE
LANE SIDEWALK" TO TEICHERT CONSTRUCTION, THE
LOW BIDDER, IN THE AMOUNT OF \$10,545.75.

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PLEASANT AVENUE
OFFICE CONDOMINIUMS
FINAL MAP APPRVD.

Council was requested to approve the final map for the Pleasant Avenue Office Condominiums and direct the City Clerk to execute the subdivision map on behalf of the City. This map is for an office condominium project located on an established lot at the corner of Pleasant Avenue and Lockeford Street. This subdivision is on an approved parcel and no subdivision agreement was necessary. The map is being filed to conform to the legal requirements for air right condominium projects.

COUNCIL APPROVED THE FINAL MAP FOR THE PLEASANT AVENUE OFFICE CONDOMINIUMS AND DIRECTED THE CITY CLERK TO EXECUTE THE SUBDIVISION MAP ON BEHALF OF THE CITY.

ITEM REMOVED FROM
AGENDA

With the tacit concurrence of the City Council, Agenda item "1" - "Accept Northeast Area Sanitary Sewer Lift Station" was removed from the agenda.

RES. OF INTENTION
TO ABANDON CLUFF
AVENUE NORTH OF
TURNER ROAD

Council was apprised that Morton and Pitalo, Inc. Civil Engineering, Planning and Surveying, 1767 J Tribute Road, Sacramento, have requested the abandonment of Cluff Avenue, north of Turner Road and have deposited sufficient funds to cover legal advertising. The abandonment is proposed on the tentative map for Willow Oaks Industrial Park, as approved by the City Planning Commission on August 11, 1980.

RES. NO. 80-121

Following Staff's recommendation, Council adopted the following resolution:

RESOLUTION NO. 80-121

RESOLUTION OF INTENTION TO ABANDON CLUFF AVENUE, NORTH OF TURNER ROAD, REFERRING THE MATTER TO THE PLANNING COMMISSION, AND SETTING THE MATTER FOR PUBLIC HEARING OCTOBER 15, 1980 AT 8:00 P.M.

STOP SIGNS ON
BLACK DIAMOND WAY
IN INDUSTRIAL LITE
SUBDIVISION

Council was informed that Black Diamond Way is a newly constructed Street located within Industrial Lite and running between Beckman Road and Cluff Avenue. Following Staff's recommendation which would conform with adopted plans establishing Beckman Road and Cluff Avenue as through streets, Council adopted the following resolution:

RES. NO. 80-122

RESOLUTION NO. 80-122

RESOLUTION ESTABLISHING STOP SIGNS ON BLACK DIAMOND WAY AT CLUFF AVENUE AND AT BECKMAN ROAD.

AGENDA ITEM REMOVED
FROM THE AGENDA

With the tacit concurrence of the City Council, Agenda item "o" - "Resolution of the Lodi City Council for the application to LAFCO in Re the matter of the proposed Batch Reorganization" was removed from the agenda.

Council was reminded that the Final Draft of the Lodi Downtown Development Plan as prepared by Quad Consultants was presented to the Council at its regular meeting of August 20, 1980. Inasmuch as the Council had not had time to review the document, it was suggested it be formally received for filing at a later date.

Mr. Walter F. Sanborn, Chairman of the Central

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Lodi Business Committee, has informed this office that the Committee recommends that the document be received and final payment be authorized.

RECEIVE FOR FILING
FINAL LODI DOWNTOWN
DEVELOPMENT PLAN
AS PREPARED BY QUAD
CONSULTANTS AND
AUTHORIZE FINAL
PAYMENT TO QUAD
CONSULTANTS

The Contract between the City of Lodi and Quad Consultants, dated December 5, 1979, provides that the second portion of the fee, \$20,000 is due and payable upon the sale of assessment district bonds to finance any public improvements recommended in this project report, upon the termination of an assessment district proceeding for such improvements, or upon the passage of one year after report submittal, whichever comes first.

COUNCIL RECEIVED FOR FILING THE LODI DOWNTOWN DEVELOPMENT PLAN AND AUTHORIZED PAYMENT TO QUAD CONSULTANTS OF THE SECOND PORTION OF THE FEE, \$20,000.00 PURSUANT TO THE CONTRACT DATED DECEMBER 5, 1979.

PUBLIC HEARING
SET RE LODI
UNIFIED SCHOOL
DISTRICT STATEMENT
OF IMPACTION

COUNCIL SET FOR PUBLIC HEARING, OCTOBER 1, 1980 AT 8:00 p.m. TO RECEIVE PUBLIC INPUT ON NOTIFICATION RECEIVED FROM THE LODI UNIFIED SCHOOL DISTRICT DECLARING A STATE OF IMPACTION IN NINETEEN ATTENDANCE AREAS.

LOT LINE ADJUSTMENT
LODI DOOR AND METAL
CO.

Following Staff's recommendation, on motion of Mayor Pro Tempore McCarty, Hughes second, Council adopted Resolution No. 80-123 approving a lot line adjustment between 1300 E. Victor Road and 1301 E. Pine, Lodi (Lodi Door and Metal Co., Inc.).

RES. NO. 80-123

Councilman Pinkerton abstained from discussion and voting because of a possible conflict of interest.

AMEND AGREEMENT WITH
STATE ON GRADE
CROSSING PROTECTION
AT LODI AVENUE AND
TOKAY STREET TO
INCLUDE WORK ON
CCT CO.

Council was apprised that in working on the design for the crossing protection for Tokay Street and Main Street, it was determined that it would be necessary to broaden the scope of the project to include the Central California Traction Company tracks, which closely parallel those of the Southern Pacific Transportation Company, in order to properly protect traffic and trains from conflict. The funds for the City's portion of the work are being provided by the State of California, so there will be no additional cost to the City.

RES. NO. 80-124

On motion of Councilman Pinkerton, Hughes, second, Council adopted Resolution No. 80-124 approving the Program Supplement to the City/State Agreement re Railroad Crossing Protection, and authorized the City Manager and City Clerk to execute the Agreement on behalf of the City.

Following introduction of the matter by Associate Civil Engineer Richard Prima and a lengthy discussion, Council on motion of Mayor Pro Tempore McCarty, Pinkerton second, adopted Resolution No. 80-125 expressing its desire to have the Highway 12 Bridge at the W.I.D. Canal widened to its ultimate width. The

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Council also budgeted \$164,000 from the City's TDA Fund based on preliminary estimates. Specifically, the Council requested that:

- a) The State arrange for the additional widening as part of its Highway 12 Reconstruction Project.
- b) The bridge be widened to 90 feet, curb to curb with appropriate sidewalks on each side.
- c) The State do the necessary design and contract administration work.
- d) The State prepare the necessary Agreement, including cost estimates as soon as possible so the work can proceed in a timely manner.

HIGHWAY 12
RECONSTRUCTION

RES. NO. 80-125

ADOPT MODEL
CONFLICT OF INTEREST
CODE ALLOWING FOR
SIMPLIFIED PROCEDURE
TO AMEND EXISTING
CODE

RES. NO. 80-126

City Clerk Reimche apprised the Council that on May 18, 1977, the Lodi City Council adopted a Conflict of Interest Code for designated employees of the City and Planning Commission members. Because of subsequent amendments to the Political Reform Act or regulation changes approved by the FPPC, codes such as that adopted by the City of Lodi have become outdated.

In March of this year, the FPPC put its new model Conflict of Interest Code into regulation form, making it available to be incorporated by reference by local agencies when adopting or amending their codes.

When, in the future, there are amendments, these amendments will automatically go into effect in every Code which incorporates the regulations, following notification of such amendments by the FPPC.

By using this procedure, an agency will eliminate the need for spending its own staff resources drafting conforming amendments to its Codes and for spending additional time and money to hold public hearings to formally adopt the amendments.

Following discussion, on motion of Councilman Pinkerton, Murphy second, Council adopted Resolution No. 80-126 amending the City of Lodi Conflict of Interest Code to incorporate by reference the Fair Political Practice Commission's standard model Conflict of Interest Code.

VOTING DELEGATE
AND ALTERNATE
DESIGNATED FOR
NATIONAL CONGRESS
OF CITIES CONFERENCE

Following introduction of the matter, Mayor Katnich moved that Councilman Pinkerton be designated as voting delegate and Mayor Katnich as Alternate for the National Congress of Cities Conference, to be held in Atlanta, GA, November 29 - December 3, 1980. The motion was seconded by Councilman Hughes and carried by unanimous vote.

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CLASS SPECS
AND SALARY RANGES
ADOPTED FOR
MECHANIC 1,2, & 3

Assistant City Manager Glenn reported that the reorganization of the Equipment repair functions requires the revision of job specifications for the Mechanic series. The job specifications have been written to reflect the new organization and the functions to be performed. These positions and the funding are included in the 1980-81 budget.

Mr. Glenn further advised that the functions of building maintenance have changed materially since contracting for custodial service last year. The incumbents in the present janitor positions are performing less and less traditional janitorial work and are being used more and more to service mechanical equipment and make minor repairs to buildings. In order to (1) recognize the higher level work being performed and (2) to enable the City to recruit better-trained individuals, staff is asking that new job specifications be approved.

Council was further apprised that the immediate situation is that the janitor assigned to the library is due to retire. When the position is filled again, it is recommended we recruit someone with some mechanical and building maintenance skills rather than just custodial background.

A lengthy discussion followed with questions being directed to Staff. Council indicated its belief that the salary range proposed for Building Service Worker - \$1105.06 - \$1343.27 monthly is too high and asked that the "Building Service Worker" segment of this Agenda item be removed from the agenda for further review.

On motion of Councilman Pinkerton, Hughes second, Council adopted new Class Specs and salary ranges for the following positions:

Mechanic I	\$1215.50 - 1477.65 Monthl
Mechanic II	\$1279.48 - \$1555.41 "
Mechanic III	\$1409.66 - \$1714.21 "

REPORT RE
TRANSPORTATION

Assistant City Manager Glenn presented a brief report regarding transportation which included some of the following points:

Mr. Glenn reported that his present observation of the City Cab Company is that it is very much undercapitalized. There are not sufficient assets to purchase new equipment, therefore, the Company has resorted to purchasing used police vehicles which are notorious "gas Guzzlers", averaging 7 to 8 miles per gallon of gasoline. City Cab Company operates 3 such vehicles plus a small foreign car. The small car is economical to operate, however, "we" have received complaints that it is too small for a taxicab. Mr. Margrave suffered a heart attack late in 1979 and is no longer involved in the day-to-day operation of the Cab Company. Therefore, much of the work that he was doing is being hired out, raising costs but not increasing revenues.

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There has been an increase in the use of Dial-A-Ride. The first two months of this fiscal year, Dial-A-Ride averaged 120 riders per day, an increase of 13% from last year. Because of the lack of equipment, the delays of customers not being picked up within the half-hour time span has increased to well over 20%.

The estimated cost per day to operate an additional cab is \$80.00 considering drivers' wages and benefits, the cost of gasoline, maintenance and upkeep for the vehicle. City Cab Company is making arrangements within the next week to put on an additional cab. They feel that with the increased ridership and increased subsidy from the City, they can do this. However, this will eat into any additional profits that the Cab Company may have realized as there is no assurance the additional piece of equipment will generate additional customers.

Mr. Glenn indicated he had spent considerable time with representatives from COG and the California Department of Transportation to ascertain how the City can make the best use of available transportation funds. Because "we" have chosen only to provide transportation for the elderly and handicapped, "we" are somewhat limited in the manner in which "we" can use our SB 325 funds and STA funds.

At a meeting held Wednesday, September 3, 1980, Mr. Glenn learned that if the City makes a transportation system available to the general public, it can provide subsidization for the elderly and handicapped and the rest of the general public pays whatever the cost of the service has been determined to be. Then, State transportation funds can be used for capital acquisition. This may be an excellent opportunity to avail ourselves of these funds as there are State transportation funds available for the next 18 months which can be used to purchase equipment without jeopardizing or using our SB 325 funds.

The LOEL Foundation has come forward asking the City to subsidize a transportation system to be operated by them. Their plan calls for one bus to operate on a fixed route basis with stops at supermarkets, downtown, LOEL Center, and major medical office complexes.

LOEL Foundation asked the City to purchase the vehicle for this purpose. "We" are not aware of any present funding which allows the City to make a capital purchase for transportation of only the elderly and handicapped. There is a possibility the LOEL Foundation will buy such a vehicle. Mr. Glenn was told, however, by a representative of the foundation that they were not anxious to buy a vehicle but were more concerned with improving the overall transportation within the City of Lodi.

Representatives from the LOEL Foundation have met with representatives of CALTRANS to finalize an operating budget and to set up a routing system for the bus. This information is

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necessary to prepare an application for funds for this service.

It will require approximately 90 days for delivery on a van or bus and in the interim, the grant application can be prepared. Whether or not the LOEL Foundation is going to purchase a bus at this point is unknown.

On September 8, 1980, the City received notification that there is now available State-wide \$6,444,000 in discretionary funds for the purpose of public transportation for low mobility individuals such as the elderly and the handicapped, with special public transportation needs which cannot otherwise be met. "We" do not know yet whether "we" can make use of these funds as the main thrust seems to be previous use of Federal and State funds and new projects rather than enhancing existing programs. We are looking into the possibility of making use of these funds either to purchase a mini-bus or additional taxicabs.

The long-range plan for transportation in Lodi is to first ascertain what our transportation needs are. Mr. Glenn is working with the transportation planners from the Council of Governments to do a needs assessment which will include determining locations of the poor, the elderly, the handicapped, minorities, and where people need transportation from and to. A major problem here is that census data is outdated. By the time the old data can be reworked the 1980 census data will be available. The second step is to evaluate our present system. The State Department of Transportation has indicated that they will make themselves available in a limited way to make this evaluation and contact has been made for them to evaluate our present service in terms of ridership, miles travelled and other historical information relative to the present operation. If "we" determine that the present system is not meeting the present needs, it would then be appropriate to develop a new transportation plan.

In the event a new transportation system is needed, a request for proposal for a transportation system should be issued by the City Council. There are a number of companies that have the management expertise to design and manage such an operation for the City of Lodi. The City of Lodi would at all times maintain control as to hours of operation, cost of service and how the service will be provided - whether a fixed route or Dial-A-Ride or a modification of either one of them; and would contract with someone to provide the day-to-day management of this program. All of these planning functions can be financed from SB 325 funds.

Mr. Glenn suggested the City go forth with applying for grants to provide assistance to City Cab Company so that they can meet the

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present demands for service and to apply for assistance to subsidize the system proposed by LOEL Foundation. Mr. Glenn further suggested that the City wait until the most current census data is available to conduct a needs assessment.

No formal action was taken by the Council on the matter.

MOWING AGREEMENT
WITH LODI
UNIFIED SCHOOL
DISTRICT
APPRVD.

A proposed mowing service agreement, whereby the City of Lodi agrees to provide mowing service for the Lodi Unified School District at the following athletic field areas only for the period beginning October 15, 1980 and ending October 15, 1982 was presented for Council's approval:

Lodi High School

Tokay High School (New Campus)

Woodbridge School

Heritage School

Provisions of the proposed Agreement were outlined for the benefit of the Council. Following discussion, with questions being directed to Staff, Council, on motion of Councilman Hughes, Murphy second, approved the aforementioned Mowing Agreement between the City of Lodi and the Lodi Unified School District and authorized the Mayor and City Clerk to execute the Agreement on behalf of the City.

1,500 KVA 3-PHASE
PAD MOUNTED
TRANSFORMER REPLACE-
MENT APPRVD.

Following introduction of the matter by Assistant City Manager Glenn, Council, on motion of Mayor Pro Tempore McCarty, Murphy second, authorized the advertising for bids to supply a 1,500 KVA 3-phase padmounted transformer to replace the unit which failed at the new Tokay High School.

ADJOURNED REGULAR
MEETING TO BE HELD RE
NCPA & ENERGY
RESOURCES PROJECTS

Following discussion on the matter, at approximately 11:05 p.m., Mayor Katnich adjourned the meeting to 7:30 p.m., Wednesday, September 24, 1980, which meeting will include discussion regarding NCPA and energy resources projects.

Attest:

Alice M. Reimche
ALICE M. REIMCHE
City Clerk